

TYPE III DEVELOPMENT & ENVIRONMENTAL REVIEW, STAFF REPORT & RECOMMENDATION

Form DS1402 PLD



Project Name: FELIDA VILLAGE

Case Number: PSR2009-00012; PUD2009-00001;
SEP2009-00023; EVR2009-00010

Location: 11912 NW 36th Avenue

Request: The applicant is requesting site plan approval for a mixed use development including five multi-family residences, 6,000 square feet of retail space, and a 4,292 sq ft restaurant located on approximately 1.2 acres in the Mixed Use (MX) zone. A modification to the driveway spacing standards is also requested.

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Property Owners: Western Properties II LLC
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Richard & Kristi Remmerde
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Lyle & Norma Baxter
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RECOMMENDATION

Approve, subject to Conditions

Team Leader's Initials: MB **Date Issued:** May 27, 2009

Public Hearing Date: June 11, 2009

County Review Staff:

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Comp Plan Designation: Mixed Use

Parcel Number: Parcels 187768-015, 187806-000, and a portion of 187768-010, located in the SE Qtr of Section 29, Township 3 North, Range 1 East of the Willamette Meridian.

Applicable Laws:

Clark County Code (CCC) 15.12 (Fire Prevention), 40.230.020 (Mixed Use District), 40.320 (Landscaping), 40.340 (Parking), 40.350 (Transportation), 40.360. (Solid Waste), 40.370 (Sewer & Water), 40.380 (Stormwater & Erosion Control), 40.500 (Procedures), 40.510.030 (Type III Process), 40.520.040 (Site Plan Review), 40.550.010 (Road Modifications), 40.570 (SEPA), 40.610 and 40.620 (Impact Fees).

Neighborhood Association/Contact:

Felida Neighborhood Association

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Vesting:

An application is reviewed against the subdivision, zoning, transportation, stormwater and other land development codes in effect at the time a fully complete application for preliminary approval is submitted. If a pre-application conference is required, the application shall earlier contingently vest on the date the fully complete pre-application is filed. Contingent vesting requires that a fully complete application for substantially the same proposal is filed within 180 calendar days of the date the county issues its pre-application conference report.

A pre-application conference on this matter was held on January 29, 2009. The pre-application qualified to be contingently vested as of January 7, 2009.

The fully complete application was submitted on March 23, 2009 and determined to be fully complete on March 25, 2009. Given these facts the application is vested on January 7, 2009.

Time Limits:

The application was determined to be fully complete on March 25, 2009. Therefore, the County Code requirement for issuing a decision within 92 days lapses on June 25, 2009. The State requirement for issuing a decision within 120 calendar days, lapses on July 23, 2009.

Public Notice:

Notice of application and likely SEPA Determination of Non-Significance (DNS) was mailed to the applicant, the Felida Neighborhood Association, SEPA Agencies, and owners of property located within 300 feet of the site on April 8, 2009. One sign was posted on the subject property and two within the vicinity on May 27, 2009.

Public Comments:

In response to the public notice, the county received one comment letter, as follows:

1. Received on April 22, 2009 from Washington Department of Ecology (Exhibit #11). The letter from Ecology states that all grading and filling must utilize only clean fill. Use of construction waste for fill requires a solid waste permit. Demolition of existing structures requires asbestos abatement. Other hazardous materials must be removed prior to demolition and properly disposed. Reuse and recycling of building materials should be considered. If environmental contamination is encountered during construction, Ecology must be notified.

Staff Response

The applicant has been provided with a copy of the letter from Ecology, and is separately responsible for compliance with all state and federal regulations. A demolition permit from the Clark County Building Department is required prior to demolition or removal of any existing structures. (see Condition B-1)

Project Overview

The 1.2 acre site consists of two parcels and a portion of a third. The third parcel is a flag lot containing a single-family residence, which will be retained. A portion of the flag stem connects the other two parcels into a contiguous site. The other two parcels each contains an existing dwelling and one also contains an accessory structure. All of these structures will be removed for development of the site.

The applicant has previously obtained approval of a Comprehensive Plan change and Rezone to the Mixed Use designation (CPZ2008-00021) for the 1.2 acre site.

The site would be developed with five multi-family residences, 6,000 square feet of retail space, and a 4,292 sq ft restaurant (with 1,500 sq ft basement for wine storage) in three separate buildings.

Access to the site is provided from NW 119th Street abutting the site on the south and NW 36th Avenue abutting the site on the east. One existing driveway on 119th Street would be removed, and one on 36th Avenue would be relocated.

The site is surrounded by existing single-family dwellings.

The site is located in the Clark Public Utilities service area for public water, within Clark Regional Wastewater District for public sewer, and within Fire District 6.

Comprehensive Plan, Zoning and Current Land Use:

Compass	Comp Plan	Zoning	Current Land Use
Site	Mixed Use	Mixed Use (MX)	Residential
North	Low Density Residential	Single-family Residential (R1-7.5)	Residential
East	Low Density Residential	Single-family Residential (R1-10)	Residential
South	Low Density Residential	Single-family Residential (R1-7.5)	Residential
West	Low Density Residential	Single-family Residential (R1-7.5)	Residential

Staff Analysis

Staff first analyzed the proposal in light of the 16 topics from the Environmental Checklist (see list below). The purpose of this analysis was to identify any potential adverse environmental impacts that may occur without the benefit of protection found within existing ordinances.

1. Earth

9. Housing

- | | |
|---------------------------------|--|
| 2. Air | 10. Aesthetics |
| 3. Water | 11. Light and Glare |
| 4. Plants | 12. Recreation |
| 5. Animals | 13. Historic and Cultural Preservation |
| 6. Energy and Natural Resources | 14. Transportation |
| 7. Environmental Health | 15. Public Services |
| 8. Land and Shoreline Use | 16. Utilities |

Staff then reviewed the proposal for compliance with applicable code criteria and standards in order to determine whether all potential impacts will be mitigated by the requirements of the code.

Staff's analysis also reflects review of agency and public comments received during the comment period, and knowledge gained through a site visit.

Major Issues:

Only the major issues, errors in the development proposal, and/or justification for any conditions of approval are discussed below. Staff finds that all other aspects of this proposed development comply with the applicable code requirements, and, therefore, are not discussed below.

LAND USE:

Finding 1 Mix of Uses

In accordance with CCC 40.230.020(E)(1), the mixed use development must consist of a minimum of 20% residential development and a minimum of 20% non-residential development. The proposed floor area/use breakdown is as follows:

- 5,792 sq ft – Restaurant & wine storage
- 6,000 sq ft – Retail shops
- 10,406 sq ft – Residential Condominiums
- 22,198 sq ft – Total gross floor area

As proposed, the Felida Village is a mix of 53% non-residential and 47% residential, based on total gross floor area of the development; therefore, these criteria are met.

Finding 2 Residential Density

A minimum density of twelve (12) dwelling units per acre is required based on the developable area devoted to residential use. "Developable area" is defined in CCC 40.230.020(C) as that portion of the site unencumbered by environmentally sensitive areas, buffers, designated parks & open space, public right-of-way, and road easements. Based upon the dimensions provided on the preliminary site plan, the developable area is approximately 49,735 square feet.

This code section does not provide specific guidelines or methodology for determining how to apportion the developable area of the site when the uses are intermingled, however staff used the following methodology:

- The area of the site containing the buildings, along with the pedestrian plazas and courtyards surrounding the buildings, are allocated based on the ratio of residential versus commercial floor area of the structures (i.e. 47% residential & 53% commercial).
- The rest of the site area, containing the parking/circulation areas and abutting landscaping are allocated based on the ratio of parking spaces required for the residences versus those devoted to the commercial uses. Two of the proposed residential units have garages, meeting their parking needs, so a minimum of 5 of the parking spaces need to be devoted to the other three units. Thus, 41 spaces are commercial and 5 spaces are residential (i.e. 88% commercial & 12% residential).

The portion of the developable site area devoted to residential uses would thus be calculated as follows:

7,012 sq ft (47% of the 14,920 sq ft area containing the buildings & plazas)
+4,178 sq ft (12% of the 34,815 sq ft area containing parking & landscaping)
 11,190 sq ft (portion of developable area devoted to residential)

0.26 acres (11,190 sq ft / 43,560)

x 12 units/acre

3.12 units (4 units) = minimum density for this development.

Therefore, the proposal of five dwelling units meets and exceeds the minimum density requirement.

Finding 3 Design Standards – Open Space

All new development in the Mixed Use zone shall be designed in accordance with the Mixed Use Design Standards, Appendix 'A' of CCC Title 40.

The intent of the open space standards is to:

- Create focal points and gathering spaces of interest for the surrounding neighborhood.
- Provide a variety of accessible and inviting pedestrian-oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.
- Ensure that districts have areas suitable for both passive and active recreation by residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations.
- Create usable, accessible, and inviting open spaces for residents.
- Create open spaces that enhance the residential setting.

A.1.1 All developments shall incorporate publicly accessible open space on-site.

According to Table A-1, a minimum of 5% of the developable area must be devoted to public open space for the residential use and 5% for the non-residential uses, for a total of 10%. Based on the dimensions provided on the site plan, the developable

area on this site is approximately 49,735 square feet. Therefore, a minimum of 4,973 square feet of public open space is required for this development.

According to the narrative, the preliminary site plan provides public open space in two general locations:

1. A hardscaped pedestrian plaza area is located between buildings 1 & 2, between buildings 2 & 3, and between all three buildings and the right-of-way lines for 119th Street and 36th Avenue. Staff estimates this area to be approximately 3,280 square feet. (Pedestrian areas within the right-of-way may not be counted because the definition of developable area excludes the public right-of-way.)
2. A landscaped area located south of the west parking lot approximately 2,500 square feet in area containing two picnic tables and five garden plots in an area of paving blocks.

Therefore, approximately 5,780 square feet of public open space is provided, which meets and exceeds the minimum requirement.

A.1.1.a The public open spaces must be centralized and accessible.

Staff finds that the pedestrian plaza open space around the buildings is quite accessible from the abutting streets and from the buildings. Although the space is spread around the buildings rather than consolidated into a single large area, it is contiguous, and it is centralized in that the area around the buildings is the central focus of commercial activity.

The open space area south of the west parking lot is not centralized and is somewhat remote from the buildings. However, the site is small and does not require great distances to traverse. Also, this open space area is readily accessible from the public sidewalk and from the west parking area. The area paved with pervious paving blocks will provide a route through which the commercial customers who park in the west lot can readily access the sidewalk on 119th Street leading to the restaurant, shops, and pedestrian plazas.

Staff concludes that the two proposed areas of public open space do meet the criteria requiring them to be centralized and accessible.

A.1.1.b The public open spaces must be inviting. Inviting open spaces feature amenities and activities that encourage pedestrians to use and explore the space.

The applicant has revised the plans (Exhibit #13) to provide additional attractive amenities for the public open spaces, and states, "The courtyards between the buildings will include game tables and public seating, a gas fire feature separating the public seating and the open air restaurant seating, bicycle racks and trash receptacles. Many people will be drawn to the courtyards by activity in the

restaurant and retail areas, but they will also be able to gather to enjoy the fire and use the game tables for independent social activities. Two styles of stormwater planters will also be provided for roof run-off – one that will include seat walls and one that will collect the water in reclaimed wine barrels.”

“The open space in the western portion of the property will include a resident garden space, which will provide each condominium resident with access to an outdoor garden plot. Two picnic tables will provide a place for residents, guests and the general public to gather around the gardens. A fountain and mason bee posts will provide visual interest around the gardens as well. Pedestrians will be led to the gardens along a path created with pervious pavers, which will be lit by low bollard lights.”

Staff concurs that the revised proposal will provide inviting open spaces in fulfillment of this criterion.

A.1.1.c The public open spaces must be safe. Safe open spaces incorporate Crime Prevention Through Environmental Design (CPTED) principles.

The applicant states that the proposed plazas are located around the two-story buildings. All buildings will have ground floor and second floor windows overlooking the plazas. Plazas will have pedestrian scale lighting, and will also be visible from the public streets and private access drive. Staff concurs.

In Exhibit #13, the landscape plan has been revised to provide landscape plantings in and around the westerly open space area that will provide visibility through the 3-foot to 8-foot height area to be consistent with CPTED principles. Adequate lighting and visibility will be provided for safety.

A.1.1.d The public open spaces must provide uses and activities that appropriately serve the anticipated residents and users of the development.

The applicant has revised the plans (Exhibit #13) to provide additional attractive amenities for the public open spaces, and states, “Public open spaces within the site have been designed to be inviting to residents and the general public.” These features are described above under **A.1.1.b**.

The applicant states that small size of this site limits the amount active recreational uses that can be provided; however, the garden plots will provide some active recreation.

Staff concurs that the revised proposal will provide appropriate uses and activities, in fulfillment of this criterion.

A.1.4 Pedestrian-oriented open space must be provided for non-residential uses in a minimum amount of 1% of the developable area plus 1% of the floor area, which is calculated for the proposed development as follows:

- 497 sq ft (1% of 49,735 sq ft developable area)
- 118 sq ft (1% of 11,792 sq ft non-residential floor area)
- 615 sq ft – Minimum required pedestrian-oriented space

Staff finds that the 3,280 square feet of pedestrian plaza area immediately around the buildings meets and exceeds the minimum requirement.

A.1.6 Table A-1 also requires 200-300 square feet of open space per residential unit. Based upon the submitted architectural plans, each residential unit will have balconies of approximately 130 square feet, for private open space. The units will also share the public open spaces on the site – the pedestrian plaza around the buildings and the landscaped picnic and garden area south of the west parking lot. Therefore, the development provides an adequate amount of open space for the residential units.

Finding 4 Building Use, Location & Orientation

The intent of these standards is to:

- Establish active, lively uses along sidewalks and pedestrian pathways;
- Orient buildings to facilitate pedestrian use;
- Enhance visual character;
- Encourage interaction among neighbors;
- Increase residential privacy; and
- Create a composition of buildings and open spaces.

A.2.1 The design must accommodate uses that contribute to an active pedestrian environment, and provide features that help to integrate the uses and provide a focal point.

The applicant is providing a mix of retail, restaurant, and residential uses, which all together contribute to an active pedestrian environment. The revised plan provides additional attractive amenities. Commercial uses will be located on the ground floor of the two-story buildings, with residences located above, providing them privacy.

The applicant proposes to create a pedestrian-oriented street along the site frontage of NW 36th Avenue (including the corner at 119th Street), providing an interesting and active streetscape. As described in the applicant's revised narrative, "Several benches and trash receptacles will be provided along both NW 36th Avenue and NW 119th Street. Extra sidewalk widths have been provided along the site frontages, with sidewalks up to 20 feet in some areas. Street trees and stormwater planters with low-growing greases will provide a visual barrier between the sidewalk and the bicycle lane on NW 36th Avenue. Intermittent breaks in the visual barrier will allow

bicyclists to enter the site directly from the bicycle lane, without having to use the pedestrian space to get from one side of the site to the other.”

Staff finds that this design will enhance pedestrian activity while providing safe separation of pedestrians from vehicle traffic.

A.2.2 The design must provide a “pedestrian-oriented façade” that includes the primary pedestrian entrances, a minimum of 75% transparent window area, and weather protection at least 4.5 feet deep, eight feet above the ground, along a minimum of 75% of the façade.

The applicant's architectural building elevation plans show a pedestrian oriented façade for all three buildings on the east elevation of the buildings facing NW 36th Avenue, as well as the corner of 119th Street. The elevation plans demonstrate compliance with these criteria.

A.2.3 Buildings located on pedestrian-oriented streets shall have the pedestrian-oriented façade located adjacent to the sidewalk. Setbacks shall only be allowed where pedestrian-oriented space is located between the building and the sidewalk.

The restaurant building directly abuts the 36th Avenue right-of-way and sidewalk, while the ground floors of the other two buildings are set back approximately 6 feet from the right-of-way line. However this 6-foot space is all part of the pedestrian plaza. Therefore, this criterion is met.

A.2.4 Buildings within 5 feet of a public street shall feature a pedestrian-oriented façade, except, for buildings fronting on two streets, the minimum percentages of weather protection and window transparency shall be reduced from 75% to 50% on the building's secondary façade.

The restaurant building fronts on two streets. The primary facade is on 36th Avenue and the secondary facade is on 119th Street. The 119th Street façade meets the criteria in the above exception (although, technically, it would not be required because the building is not located within 5 feet from the right-of-way line, but 6 feet).

A.2.5 Non-residential and mixed-use buildings shall be oriented towards the street. Parking lots may not be located between the street and the building.

The preliminary site plan meets these criteria.

A.2.6 Ground floor elevation of residential uses within 10 feet of a pathway shall be raised at least 18 inches above street level for residents' privacy.

Residences are located on the second floor of the buildings, except for garages, which are not located within 10 feet of a pathway.

A.2.7 Blank walls visible from public streets, sidewalks, trails or interior pathways are prohibited.

The building elevation plans do not include any blank walls.

A.2.8 All structures within 50 feet of non-street exterior property lines shall not exceed the building height, or be setback less than the minimum setback, established for the abutting zone.

Building 3 is within 50 feet from the north property boundary. The abutting property is zoned R1-7.5, which has a maximum building height of 35 feet, and a minimum side setback of 5 feet. Building 3 is approximately 30 feet in height, and is set back from the north boundary approximately 36 feet. Therefore, it complies with these criteria.

A.2.9 Maximum lot coverage by mixed use buildings is 85%. Lot coverage, as proposed, is approximately 15%.

A.2.10 Multi-family residential buildings shall be oriented toward streets and not parking lots or adjacent properties. The primary residential entry shall face onto the street or onto a courtyard which is oriented toward the street. Buildings shall provide windows toward the street.

The proposed primary residential entrances are oriented toward the pedestrian plazas located adjacent to the street, and residential windows overlooking the street are provided. Therefore, these criteria are met.

A.3.1 Buildings located at street corners shall include at least one of the following design treatments (in order of preference):

- a. Locate a building within 15 feet of the corner property lines.
- b. Provide pedestrian-oriented space at the corner leading directly to a building entry.
- c. Install landscaping, decorative screening wall, or other acceptable treatment.

The proposed restaurant meets both criteria a. & b.

Finding 5 Street Pattern and Layout

The intent is to create and maintain a safe, convenient network of streets that enhances the mixed use district's ability to function as a pedestrian-oriented neighborhood center.

B.1.1 The development shall meet the County Transportation Standards (CCC 40.350).

The proposal will meet the transportation standards, except for restricted access to arterials and driveway spacing standards. The applicant requests approval of a Road Modification to access NW 36th Avenue and for driveway spacing. Please refer to the Transportation section of this report below.

B.1.2 Applicants shall demonstrate how the proposed development maintains a hierarchy of streets to provide organized circulation that promotes use by multiple transportation modes and to avoid over-burdening the roadway system.

This small development does not propose any new streets; however, the design will create a pedestrian-oriented street frontage on NW 36th Avenue. Staff finds that additional circulation streets as part of the development site are not warranted.

B.1.3 Developments shall provide and/or be integrated with a dense network of streets in a “modified grid” to help provide a sense of place and orientation, and to appropriately distribute the flow of traffic.

This site is not of adequate size to provide on-site streets contributing to a street grid.

B.2 The mixed use street design standards are intended to:

- Create safe, attractive, and functional streets that enhance the district’s ability to function as a pedestrian-oriented neighborhood center.
- Enhance the character and identity of the area.
- Balance street design to deemphasize vehicular travel.
- Beautify mixed-use districts by incorporating landscaping elements into the streetscape.
- Encourage pedestrian activity.

Staff finds that the proposed improvements for abutting NW 36th Avenue and NW 119th Street will improve pedestrian functionality and will create a pedestrian-oriented neighborhood center that will enhance the neighborhood’s residential character. The applicant proposes street trees in grates approximately every 30 feet, five rain garden planters, two benches, two trash receptacles, and two bike racks.

Because 36th Avenue is an arterial, vehicle speeds may tend to detract somewhat from the pedestrian environment. A bike lane will separate the vehicle lane from the sidewalk; however, there will be no parking lane along the frontage to insulate the pedestrian area from the traffic. Planters are located along the street edge that separate pedestrian activity from traffic, with intermittent gaps to allow convenient access to the site for bicycles.

B.3 The on-site vehicular access and connections criteria are intended to:

- Create a safe, convenient and efficient network for vehicular circulation and parking.
- Enhance access to the area from the surrounding neighborhood.
- Upgrade the appearance of interior access roads,
- Minimize negative impacts of driveways on the streetscape and pedestrian environment.

B.3.3 Driveways are prohibited on pedestrian-oriented streets, unless there are no alternatives.

The applicant proposes to create a pedestrian-oriented street along the site frontage of NW 36th Avenue. The site plan also proposes a driveway on this frontage.

The applicant has submitted a road modification application requesting to allow the driveway (see Finding 19 below) and demonstrating the need. Staff finds that the proposed driveway location is at the end of the pedestrian-oriented portion of the street, and this will minimize any detrimental effects.

B.3.4 Parking lot entrances shall be restricted to no more than one entrance and exit lane per 300 lineal feet of frontage. Properties with less than 300 lf of frontage shall be restricted to one entrance and exit lane for vehicular access. For corner properties, the separate street frontages shall be measured separately unless both streets are classified as arterials or collectors.

NW 36th Avenue is an arterial, but NW 119th Street is neither an arterial nor collector. Each frontage has less than 300 linear feet. Therefore, each frontage is restricted to one entrance and exit lane, as proposed.

B.3.5 Driveway widths shall be minimized to reduce pedestrian conflicts. Driveway lanes shall be no wider than 13 feet per entry or exit lane unless the responsible official determines wider lanes are appropriate for the use and that the design does not significantly impact vehicular circulation, public safety, pedestrian movement, or visual qualities.

The 36th Avenue driveway is proposed to be 24 feet in width, and the 119th Street driveway is proposed at 30 feet. The width on the 119th Street driveway was reduced to 30 feet on the revised plan from 40 feet in the original plan. The applicant explains that "the access to NW 119th Street is shared between the site and an existing residence on parcel 187768-010. This access will be located within an easement granted to the Felida Village development. To accommodate the wishes of the owner of parcel 187768-010, a 30' access is provided to NW 119th Street, with an additional 10' of grass-crete to the west of the access to accommodate any large vehicles that may need to make any turning movements in or out of the site."

Staff finds that the reduction in throat width to 30 feet will adequately improve the safety of pedestrians crossing the driveway on the sidewalk, as well as improve the safety of vehicles entering and exiting the site.

Finding 6 Parking

The intent of the mixed use parking standards is to:

- Provide flexibility in how developments accommodate parking.
- Maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.
- Ensure safety of users of parking areas, increase convenience to business, and reduce the impact of parking lots wherever possible.
- Physically and visually integrate parking garages with other uses.
- Reduce the overall impact of parking garages when they are located in proximity to the designated pedestrian environment.

B.4.4 For non-residential uses, the maximum number of parking spaces to be provided is limited to 125% of that required in CCC 40.340.010(A)(5).

Pursuant to Table 40.340.010-4, the restaurant requires a minimum of one parking space per 200 feet gross floor area, and the retail stores require one space per 350 square feet, calculated as follows for the proposal:

- 29 spaces for the 5,792 sq ft restaurant
- 18 spaces for the 6,000 sq ft retail area
- 47 total spaces (minimum required)
- 59 spaces (125% maximum)

In addition to the minimum 47 parking spaces required for the non-residential uses, a minimum of 5 additional spaces are required for the residences on the site, for a total minimum of 52 parking spaces required on the site. The parking table on the site plan indicates that only 43 spaces are required; however this is in error. The table also indicates that 50 spaces are provided; however, a count of the spaces on the site plan reveals that only 46 spaces are provided. Therefore, 6 additional parking spaces are needed. (see Condition A-1.a.)

The site plan will not likely exceed the 125% maximum required in section B.4.4. The revised site plan also now provides a route for customers parking in the west parking lot to get to the buildings without having to walk through the vehicle circulation drives. They can walk through garden/picnic area to the sidewalk on 119th Street.

Finding 7 Sidewalk and Pathway Standards

The intent of the sidewalk and pathway standards is to:

- Provide safe, convenient, and comfortable pedestrian circulation.
- Enhance the character and identity of the area.
- Promote walking, bicycling, and transit use.

C.1.1 Developments shall utilize appropriate sidewalk widths, materials, designs, and construction standards to enhance pedestrian access and complement city life.

Minimum sidewalk widths for pedestrian-oriented streets is 12 feet total, with a minimum 8-foot unobstructed width. The proposed sidewalk on NW 36th Avenue will be greater than 20 feet in some locations, and meets these criteria.

The minimum sidewalk width for other streets is 8 feet. The applicant proposes only a 6-foot sidewalk along the western portion of the NW 119th Street frontage. This needs to be increased to 8 feet. (see Condition A-1.b.)

C.1.3 Pedestrian walks shall be separated from structures at least 3 feet for landscaping, except where the adjacent building features a pedestrian-oriented façade.

This criterion applies to the proposed walkways along the west side of the restaurant and Building 3. A 3-foot landscape strip needs to be added in these locations. Alternatively, the applicant may propose alternative treatments to provide attractive pathways, including the use of planter boxes and/or vine plants on walls, sculptural, mosaic, bas-relief artwork, or other decorative wall treatments that meet the intent of the standards.

The applicant's revised narrative states, "Given the narrow nature of the site, additional room for a 3-foot landscaping strip along the proposed buildings is not available. The applicant proposes a painted mural along the western walls of buildings 1 and 3. The artwork will depict historical Felida themes. Details of the artwork will be provided during Final Site Plan review." Staff finds that a condition of approval is warranted to ensure that the criteria are met. (see Condition A-1.c.)

C.2.1 Applicants shall demonstrate how the proposal includes an integrated pedestrian circulation system that connects buildings, open space, and parking areas with the adjacent street sidewalk system and adjacent properties.

The applicant's revised site plan now provides an adequate pedestrian route between the west parking lot and the sidewalk on 119th Street. The easterly parking lot has direct access to the pedestrian plazas. Therefore, staff finds that these criteria will be met.

C.3.2 Pedestrian amenities shall be included along all streets containing adjacent non-residential uses. For multi-story buildings, two different types of amenity features are required for each 100 lineal feet of street frontage.

At least 8 feet of seating area and one trash receptacle per 100 lineal feet of sidewalk are required for the building frontages of 36th Avenue and 119th Street. Thus, two of each item are required on 36th Avenue and one of each on 119th Street. The site plan identifies only one of each on 36th Avenue. Therefore, the plan needs

to include one additional bench and trash receptacle on 36th Avenue. (see Condition A-1.d.)

The plan also provides planters, bike racks, and tree grates as pedestrian amenities.

Finding 8 Building Entries

The intent of these standards is to make building entrances convenient to locate and easy to access, and to ensure that building entries further the pedestrian nature of the fronting sidewalk.

D.1.1 Primary building and business entrances shall be prominent, visible from surrounding streets or publicly accessible open space, and connected by a walkway to the public sidewalk.

The proposed site plan and building elevation plans demonstrate compliance with these criteria.

D.1.2 Weather protection at least 4½ feet deep and proportional to the distance above ground level shall be provided over the primary entry of all buildings, businesses, and residential units.

The preliminary plans and elevations show a canopy meeting the standards over the restaurant entrance. The ground floor retail entrances are protected by the second floor, which extends out over the entrances approximately 7 feet.

The primary entrances for the residences are located off the courtyards on the sides of buildings 2 & 3. The revised plans now depict weather protection features for these entrances; therefore the criteria are now met.

Finding 9 Architectural Scale

The intent of these standards is to reduce the perceived scale of large buildings and add visual interest.

D.2.1 The maximum building height shall be 72 feet.

The tallest of the proposed buildings, the restaurant, is 34 feet in height.

D.2.2 Mixed use buildings shall include at least three modulation and/or articulation features along the public entry facades at intervals of no more than 40 feet on pedestrian oriented streets.

The proposed buildings include repeating distinctive window patterns, a separate weather protection feature for each articulation interval, and a change of roofline. Buildings 2 & 3 also incorporate a horizontal building modulation by extending the second floor out over the first supported on pillars. The buildings also incorporate brick wainscoting and lap siding.

D.2.3 Nonresidential and mixed-use building rooflines visible from a public street, open space, or public parking area shall be varied by emphasizing dormers, chimneys, stepped roofs, gables, prominent cornice of fascia, or a broken or articulated roofline.

The proposed buildings incorporate broken and articulated rooflines.

Finding 10 Building Details

These standards are intended to encourage the incorporation of design details and small-scale elements into building facades that are attractive at a pedestrian scale, and to create visual interest and increased activity at public street corners.

D.3.1 All storefronts or other nonresidential uses shall be enhanced with appropriate details, including at least four specified elements on their primary facades.

The applicant's revised narrative states, "The second floors of Buildings 2 & 3 will be cantilevered over the ground floor retail entrances. This provides weather protection for the entrances, as well as visual interest. Brick wainscoting and wood columns are also featured along the ground floor of all buildings. As shown on the architectural elevations, extensive window treatments are provided for the ground floor uses, not only along the NW 36th Avenue frontage, but also wrapping around the building into the courtyards. Decorative stormwater features planted with native species will be located near the building entries, both in planters with seat-walls and also in planters made of reclaimed wine barrels."

Staff concludes that adequate elements will be provided.

D.3.2 All new buildings located within 15 feet of a property line, at the intersection of streets are required to employ two or more specified design elements or treatments to the building corner facing the intersection.

The proposed restaurant provides a notched building corner with a canopy and over 100 square feet of pedestrian oriented space between the corner primary building entry and the corner of 36th Avenue and 119th Street. These features meet the criteria.

Finding 11 Building Materials and Color

The intent of these standards is to:

- Encourage high-quality building materials that enhance the character of the area.
- Discourage poor materials with high life-cycle costs.
- Encourage the use of materials that reduce visual bulk of large buildings.
- Encourage the use of materials that add visual interest to the neighborhood.

D.4.6 Use of material variations such as colors, brick or metal banding or patterns, or textural changes is encouraged.

The proposed building facades will incorporate brick wainscoting, composite lap siding, painted trim, prefinished metal coping, and a variety of building colors. No prohibited materials are proposed. Therefore, the proposal complies with these criteria.

Finding 12 Landscaping

The intent of the mixed use landscaping standards is to:

- Encourage the use of attractive and drought tolerant plant materials native to the coastal regions of the Pacific Northwest.
- Encourage attractive landscaping that reinforces the architectural and site planning concepts in response to site conditions and contexts.
- Promote tree retention and the protection of existing native vegetation.

E.1.1 Projects shall meet the requirements of CCC 40.320.010 (Landscaping and Screening).

Landscape buffers are required around the perimeter of the site, in accordance with CCC Table 40.320.010-1, as follows:

- North & west (abutting R1-7.5): 10-foot buffer with L4 landscaping/screening, or 15-foot buffer with L5 landscaping/screening
- South & east (abutting streets): 10-foot buffer with L2 landscaping

The buffer is not required along the street frontages where the buildings are located at the property line.

The preliminary landscape plan meets the required buffer standards, with the following exceptions:

- The L4 standard requires a 6-foot fully sight-obscuring fence on the property line plus one tree and four high shrubs per 30 feet of buffer and ground cover plantings over the remainder. The landscape plan needs to be amended to provide the required high shrubs along the north and west sides of the west parking lot. (see Condition A-2.a.)
- The minimum planting size for the shrubs proposed in the L2 buffer (large leaf lupine & oceanspray) shall be 3 gallon containers. (see Condition A-2.b.)

Landscape islands are required in the parking areas at a ratio of one landscape island for every seven parking spaces, in accordance with CCC 40.320.010(E). Based on 27 parking spaces in the east parking lot, a minimum of 4 landscape islands are required there, and are provided. Based on 19 parking spaces in the west parking lot, a minimum of 3 landscape islands are required. Only one parking island is provided in the west lot, therefore two additional islands are needed. (see Condition A-2.c.)

An irrigation plan is required in accordance with CCC 40.320.010(G)(7). (see Condition A-2.d.)

E.1.2 The required landscape plan per CCC 40.320.030 shall be prepared by a licensed landscape architect or Washington-certified professional horticulturalist.

The preliminary landscape plan is not stamped. (see Condition A-2.e.)

E.1.3 & E.1.4 Parking lots located adjacent to public streets shall be partially screened as specified.

The preliminary landscape plan meets these criteria for the area between the west parking lot and NW 119th Street.

Finding 13 Fences and Screening Elements

The intent of these standards is to:

- Minimize the negative visual impacts of fences on the street and pedestrian environment.
- Screen the potential negative impacts of service and storage elements.
- Encourage thoughtful siting of service and storage elements that balance the functional needs with the desire to screen its negative impacts.

E.2.5 Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses, and be located where they are accessible to service vehicles and convenient for tenant use.

The site plan provides a waste enclosure in the northwest corner of the east portion of the site. This enclosure meets the locational criteria; however, the plan needs to provide a gated entrance to the enclosure, and the enclosure needs to be 6 feet high and fully sight-obscuring. Additional detail of the enclosure is needed. (see Condition A-1.e.)

Finding 14 Signage

The intent of these standards is to:

- Encourage signage that is both clear and of appropriate scale for the project.
- Enhance the visual qualities of signage through the use of complementary sizes, shapes, colors, and methods of illumination.
- Encourage quality signage that contributes to the character of the area.

The building elevation plans show some conceptual signs; however, the applicant states that, as tenants are selected, the applicant will develop a cohesive signage plan for the development.

Prior to installation of any commercial signage, the applicant is required to obtain approval of a sign permit, in accordance with CCC 40.520.050. The sign permit shall conform to Section F the Mixed Use Design Standards. (see Condition H-1)

Finding 15 Easements

The development proposal relies on an access easement to be located over the south portion of the flag stem of parcel #187768-010. This easement needs to be legally created prior to final site plan approval. (see Condition A-1.f.)

Finding 16 Existing Structures

Two existing dwellings and an existing accessory structure are proposed to be removed. A demolition permit is required for removal of these structures, and asbestos control inspection requirements and regulations may apply. The applicant should contact the Southwest Clean Air Agency regarding asbestos inspection and abatement requirements. (see Condition B-1)

Finding 17 Neighborhood Meeting

In accordance with CCC 40.230.020(H)(2), the applicant is required to host a neighborhood meeting prior to submitting a mixed use development application. The applicant held a neighborhood meeting on February 18, 2008. Documentation of the meeting notice, development plan, mailing list, meeting summary and sign-in sheet were submitted (Exhibit #6, Tab 9) as required.

Conclusion (Land Use):

Based on the above findings, staff concludes that the proposed preliminary plan, subject to the conditions of approval itemized below under Conditions of Approval does or can meet the Land Use Requirement and the Mixed Use Design Requirements of Clark County Code.

TRANSPORTATION:

Finding 18 Roads

NW 36th Avenue is classified as an "Urban Principal Arterial" (Pr-2cb). The minimum half-width frontage improvements required include 40 feet of right-of-way, 23 feet of paved width, curb, gutter, and detached 6-foot sidewalk. Staff believes the proposed walkway along NW 36th Avenue functions in a manner that is consistent with a detached sidewalk. (see Condition A-4.a.)

NW 119th Street is a local access road and the applicant is required to provide associated frontage improvements. If the estimated ADT (average daily trips) through the subject section of 119th Street at full build out of the area exceeds 1,500 ADT then the road shall be classified as a "Neighborhood Circulator". Otherwise, a "Local Residential Access" road will be adequate. The maximum number of houses that are allowed for a "Neighborhood Circulator" is 300 and for a "Local Residential Access" road it is 150, per Table 40.350.030-4 of CCC 40.350.030(B)(3). Ten ADT apply to each house.

It appears that NW 119th Street is an "Urban Local Residential Access" road. The resulting minimum half-width improvements are 23 feet of right-of-way, 14 feet of

paved width, curb, gutter, and 5-foot sidewalk. Per CCC 40.350.030(B)(4)(d), a local residential access road shall be at least 36 feet wide at the intersection with an arterial and shall be tapered as shown on the plans. The 18-foot road width shall be inside a 27-foot half-width right-of-way. (see Condition A-4.b.)

The curb return radius shall be a minimum 35 feet at the intersection of NW 36th Avenue and NW 119th Street. The proposed driveway approaches shall be consistent with standard drawing number F17. (see Condition A-4.c.)

The applicant shall verify that the proposed driveway approach provides sufficient turning movements by submitting diagrams of the turning movement associated with a single unit truck driving vehicle. The applicant shall also provide diagrams of on-site turning movements. A detailed analysis of how the area to the north of the approach to NW 119th St. will function is required. (see Condition A-4.d.)

If the proposal is constructed in phases, each individual proposed phase shall be designed with sufficient transportation improvements and comply with CCC 40.350. The required transportation improvements for each proposed phase will be reviewed during final engineering review. (see Condition A-4.e.)

Finding 19 Road Modifications

The applicant has submitted a road modification request to allow a right-in/right-out entrance to NW 36th Avenue and to allow reduced driveway spacing on an "Urban Principle Arterial", which is 125 feet in this case. The applicant believes the road modification request can be supported according to criteria 40.550.010(A)(1)(a) and 40.550.010(A)(1)(b). The applicant also indicates that no safety issues will result if a right-in/right-out access to NW 36th Avenue is allowed.

Staff believes the road modification can be supported according to criteria 40.550.010(A)(1)(a) and 40.550.010(A)(1)(b). Engineering staff understands that, with the approval of this road modification, transportation staff will require a median to be constructed in the center of NW 36th Avenue which will result in a right-in/right-out access to NW 36th Avenue from the proposed development (see Finding 22 below).

Therefore, staff recommends approval of the road modification request.

Finding 20 Sight Distance

The applicant submitted a sight distance assessment as part of the traffic study dated March 5, 2009 (Exhibit #6, Tab 15). The applicant indicates that there are some trees to the west of the proposed approach to NW 119th Street that will need to be removed in order for sight distance standards to be met.

The approval criteria for sight distances are found in CCC 40.350.030(B)(8). This section establishes minimum sight distances at intersections and driveways. Additional building setbacks may be required for corner lots in order to maintain

adequate sight distance. The final engineering plans shall show sight distance triangles for a corner lot. Landscaping, trees, utility poles, and miscellaneous structures will not be allowed to impede required sight distance requirements at all proposed driveway approaches and intersections. (see Condition A-4.f.)

Conclusion (Transportation):

Staff concludes that the proposed preliminary plan, subject to conditions identified under Conditions of Approval below, meets or can meet the transportation requirements of Clark County Code.

TRANSPORTATION CONCURRENCY:

Finding 21 Trip Generation

County concurrency staff has reviewed the proposed Felida Village Mixed Use Development. The applicant's traffic study estimates the a.m. peak-hour trip generation at 4 new trips and the p.m. peak-hour trip generation at 24 new trips. The trip generation was estimated using the nationally accepted data published by the *Institute of Transportation Engineers Seventh Addition*. The proposed development site is located at 11912 NW 36th Avenue – Vancouver.

The applicant has submitted a traffic study under the provisions of Clark County Code section 40.350.020(D)(1).

Finding 22 Site Access

Traffic conditions are usually expressed using a scale that quantifies the ability of a facility to meet the needs and expectations of the driver. This scale is graded from A to F and is referred to as level-of-service (LOS). A driver who experiences an LOS A condition would expect little delay. A driver who experiences an LOS E condition would expect significant delay, but the traffic facility would be just within its capacity to serve the needs of the driver. A driver who experiences an LOS F condition would expect significant delay with traffic demand exceeding the capacity of the facility with the result being growing queues of traffic.

Level of service (LOS) standards are not applicable to accesses that are not regionally significant; however, the LOS analysis provides information on the potential congestion and safety problems that may occur in the vicinity of the site.

The applicant's traffic study shows a proposed full access location onto NW 119th Street approximately 130 feet west of the signalized NW 36th Avenue/NW 119th Street intersection. The study also proposes a right-in/right-out access onto NW 36th Avenue, which is approximately 250 feet north of the NW 36th Avenue/NW 119th Street intersection. The applicant's study indicates that these proposed access locations will operate at a LOS B or better in the 2014 build out horizon. Staff concurs with the applicant's findings.

If the right-in/right-out access onto NW 36th Avenue is allowed, as proposed in the applicant's submitted road modification request (see Finding 19 above), the applicant should construct a continuous raised median on NW 36th Avenue from the NW 119th Street intersection north to a point north of the proposed northernmost access location to discourage left turns into the site from northbound traffic. (see Conditions A-5.a. & F-2)

The traffic signal system at the intersection of NW 36th Avenue/NW 119th Street may need to be upgraded and modified to allow for the construction of frontage improvements. These signal upgrades and modifications may include the removal and replacement of existing system components. This traffic signal system may include, but is not limited to, masts and arms constructed at ultimate grade and location, a traffic signal controller and vehicle detection. Therefore, the applicant will need to submit construction drawings showing signal design and all related features including striping and civil improvements such as curbs, gutter, sidewalks, and ADA ramps, among other things. After approval of the plans, the applicant will need to construct this signal replacement and related features, including all civil improvements, in accordance with the approved plans. (see Conditions A-5.b & F-3).

Finding 23 Concurrency Compliance

The proposed development is required to meet the standards established in CCC 40.350.020(G) for corridors and intersections of regional significance within one mile of the proposed development. Typically, the county's transportation model is used to determine what urban area developments are currently being reviewed, approved, or is under construction and in the vicinity of the proposed development. The traffic these developments generate is referred to as "*in-process traffic*" and will ultimately contribute to the same roadway facilities as the proposed development. This "*in-process traffic*" is used to evaluate and anticipate area growth and its impact on intersection and roadway operating levels with and without the proposed development, helping to determine if roadway mitigation necessary to reduce transportation impacts.

The "*in-process traffic*" information that can be obtained from the county's transportation model is from developments that generate 10 vehicle trips or more in the PM peak hour travel time. Developments, in an urban area, that have fewer than 10 vehicle trips in the PM peak hour travel time do not explicitly get shown in the county's model, but, are accounted for in a "*background growth rate*" (1% per year). This "*background growth rate*" is a conservative rate to capture the collective effect from all of the smaller developments in the immediate area and out of area traffic also.

Signalized Intersections

The applicant's study shows a one-mile radius study area. The county's model evaluated the operating levels, travel speeds and delay times for the regionally significant signalized intersections. This analysis showed that individual movements during peak hour traffic conditions had approach delays that did not exceed the maximum 240 seconds, or 2 cycles, of delay in the build-out year. Therefore, county staff has determined that this development will comply with adopted concurrency standards for signalized intersections.

Unsignalized Intersections

The applicant's study shows the one-mile radius study area. County staff has evaluated the operating levels and standard delays represented in the county's model. The county's model yielded operating levels and standard delay times with a LOS better than the minimum allowable LOS E for unsignalized intersections. Therefore, county staff has determined that this development will comply with adopted concurrency standards for unsignalized intersections.

Concurrency Corridors

The applicant's study shows the one-mile radius study area. Evaluation of the concurrency corridor operating levels and travel speeds represented in the county's model yielded operating levels and travel speeds with an acceptable level of service.

Summary

The county has determined that this development will comply with adopted concurrency standards for corridors, signalized and unsignalized intersections under county jurisdiction.

Finding 24 Historical Accident Situation

The applicant's traffic study analyzed the accident history within the vicinity of the site. The intersection accident rates do not exceed thresholds that would warrant additional analysis. Therefore, further analysis and possible mitigation is not required.

Conclusion (Transportation Concurrency):

Based upon the development site characteristics, the submitted traffic study dated March 5, 2009 prepared by HDJ Design Group, the requirements of the county's transportation concurrency ordinance, and the findings above, staff concludes that the proposed preliminary transportation plan can meet the requirements of the county transportation concurrency ordinance, CCC 40.350.020.

STORMWATER:

Finding 25 Applicability

The Stormwater and Erosion Control Ordinance (CCC 40.380) applies to development activities that result in 2,000 square feet or more of new impervious area within the urban area and all land disturbing activities, except those exempted in CCC 40.380.030(A).

This project will create more than 2,000 square feet of new impervious surface and it is a land disturbing activity not exempted in Section 40.380.030(A). Therefore, this development shall comply with the Stormwater and Erosion Control Ordinance, CCC 40.380.

The erosion control ordinance is intended to minimize the potential for erosion and a plan is required for all projects meeting the applicability criteria listed in CCC 40.380.050. This project is subject to the erosion control ordinance.

Finding 26 Stormwater Proposal

The applicant has submitted a preliminary stormwater report dated March 10, 2009. The applicant proposes to utilize pervious pavement and rain gardens for the purpose of management of stormwater. The average tested infiltration rate was 10 inches per hour and the design rate is 5 inches per hour.

The preliminary stormwater report identifies a 100-year/24-hour storm precipitation depth as being 4.0 inches. The 10-year/24-hour storm event precipitation depth is 3.0 inches. In addition, the 2-year/24-hour storm event precipitation depth is identified as being 2.0 inches.

Per CCC 40.380.040(C)(1)(g), the project shall not materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots. The base of the infiltration facilities shall be at a minimum of three feet above the seasonal high water or an impermeable soil layer, per CCC 40.380.040(C)(3)(c). (see Condition A-6.a.)

The proposed rain gardens and pervious pavement shall be designed according to the design criteria identified in the Low Impact Development Technical Guidance Manual for Puget Sound. According to the criteria, a professional engineer that is proficient in geotechnical engineering shall be consulted to determine if additional infiltration correction factors shall be applied. The geotechnical engineering analysis shall be stamped by the professional engineer. (see Condition A-6.b.)

The applicant shall provide evidence of performed monitoring and associated published paper and report in lieu of monitoring required by CCC 40.380.040(B)(9). (see Condition A-6.c.)

During construction, the infiltration rate shall be verified in the field and corresponding laboratory testing shall also be performed. (see Condition C-1)

If the proposal is constructed in phases, each individual proposed phase shall be designed with sufficient stormwater facilities and comply with CCC 40.380. The required stormwater improvements for each proposed phase will be reviewed during final engineering review. (see condition A-6.d.)

The applicant shall resolve all issues associated with the ownership and maintenance of the proposed stormwater facilities. (see Condition A-6.e.)

Conclusion (Stormwater):

Staff concludes that the proposed preliminary stormwater plan, subject to the conditions under Conditions of Approval below, is feasible. Therefore, the requirements of the preliminary plan review criteria are satisfied.

FIRE PROTECTION:**Finding 27 Fire Marshal Review**

This application was reviewed by Tom Scott in the Fire Marshal's Office. Tom can be reached at (360) 397-2375 x4095 or 3323. Information can be faxed to Tom at (360) 759-6063. Where there are difficulties in meeting these conditions or if additional information is required, contact Tom in the Fire Marshal's office immediately.

Finding 28 Building Construction

Building construction occurring subsequent to this application shall be in accordance with the provisions of the county's building and fire codes. Additional specific requirements may be made at the time of building construction as a result of the permit review and approval process.

Finding 29 Fire Flow

Fire flow in the amount of 2,000 gallons per minute supplied for 2 hours duration is required for this application. Fire flow is based upon a 6,000 sq. ft. type V-B constructed building. Information from the water purveyor indicates that the required fire flow is available at the site, estimated at 2,100 gpm. Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to the commencement of combustible building construction. (see Condition B-5)

Finding 30 Fire Hydrants

Fire hydrants are required to be provided such that the maximum spacing between hydrants does not exceed 300 feet and such that no portion of the building exterior is in excess of 300 feet from a fire hydrant as measured along approved fire apparatus access roads. Either the indicated number or the spacing of the fire hydrants is inadequate. One additional hydrant is required to support the required fire flow.

Fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. A 3-foot clear space shall be maintained around the circumference of all fire hydrants. The local fire district chief approves the exact locations of fire hydrants. (see Condition A-8)

Finding 31 Fire Apparatus Access

Fire apparatus access is required for this application. The roadways and maneuvering areas as indicated in the application provide the required fire apparatus access. Maintain access roads with an unobstructed vertical clearance of

not less than 13.5 feet, with an all weather driving surface and capable of supporting the imposed loads of fire apparatus.

Fire apparatus turnarounds are not required for this application.

Finding 32 Fire Alarm System

An approved fire alarm system is required at the time of construction for buildings in excess of 5,000 square feet, subject to this application. Such systems require separate reviews, permits and approvals issued by the Fire Marshal's office. (see Condition E-1.a.)

Finding 33 Fire Sprinkler System

An automatic fire sprinkler is required at the time of construction for the buildings containing the residences, unless fire separation construction methods are employed. Such systems require separate reviews, permits and approvals issued by the Fire Marshal's office. (see Condition E-1.b.)

Fire department connections (FDC) shall be located remote from the building a distance equal to the height of the building at the FDC. (see Condition E-1.c.)

Conclusion (Fire Protection):

Staff finds that the proposed preliminary plan, subject to the conditions listed under Conditions of Approval below, meets or can meet the fire protection requirements of the Clark County Code.

WATER & SEWER SERVICE:

Finding 34 Utilities

The site will be served by Clark Public Utilities for public water and by the Clark Regional Wastewater District for public sewer. Utility reviews from the purveyors confirm that services are available to the site from the adjacent streets. The reviews include a discussion of the connection requirements.

Approved connections to these utilities shall be verified prior to occupancy. (see Condition F-4)

Finding 35 Health Department

Submittal of a "Health Department Evaluation Letter" is required as part of the Final Construction Plan Review application. If the Evaluation Letter specifies that an acceptable "Health Department Final Approval Letter" must be submitted, the Evaluation Letter will specify the timing of when the Final Approval letter must be submitted to the county (e.g., at Final Construction Plan Review, Final Plat Review or Prior to Occupancy). The Health Department Evaluation Letter will serve as confirmation that the Health Department conducted an evaluation of the site to determine if existing wells or septic systems are on the site, and whether any structures on the site have been/are hooked up to water and/or sewer. The Health

Department Final Approval Letter will confirm that all existing wells and/or septic systems have been abandoned, inspected and approved by the Health Department (if applicable). (see Condition A-9)

Conclusion (Water & Sewer Service):

Staff finds that the proposed preliminary plan, subject to the conditions listed under Conditions of Approval below, meets the water and sewer service requirements of the Clark County Code.

IMPACT FEES:

Finding 36 Impact Fees

The proposed development will have an impact on traffic in the area, and the additional dwellings will also have an impact on schools and parks. Thus, the development is subject to Impact Fees in accordance with CCC 40.610 & 40.620.

The residential units are subject to School (SIF), Park (PIF), and Traffic Impact Fees (TIF).

The site is within:

- Vancouver School District, with a SIF of \$1,421.00 per dwelling
- Park District #9, with a PIF of \$1,472.00 per dwelling (\$1,151 for park acquisition / \$321 for park development).
- Hazel Dell sub-area with a TIF of \$2,541.61 per dwelling

The total residential impact fees for the five proposed units will be reduced by the following amounts to compensate for the two single-family residences being removed from the site:

- \$1,112.00 per SFR – SIF
- \$2,016.00 per SFR – PIF
- \$3,668.66 per SFR – TIF

The site is located within the Hazel Dell TIF sub-area with a fee rate of \$451 per new trip. The adjusted trip rates for the proposed non-residential uses are as follows:

- Restaurant (ITE 932) – 130.34 trips per thousand square feet
- Wine cellar (storage ITE 150) – 4.96 trips per thousand square feet
- Commercial retail shops (ITE 820) – 42.92 trips per thousand square feet.

TIF is calculated as follows, where:

F = Fee rate

T = adjusted daily trips

A = 15% reduction adjustment for future tax revenues

BEF = Business Enhancement Factor

PB = Pass-by factor

TIF = F x T x A x BEF x PB
TIF = \$451 x (130.34 x 4.292) x 0.85 x 0.7 x 0.55
TIF = \$82,564.55 (4,292 sq ft restaurant)

TIF = \$451 x (4.96 x 1.5) x 0.85 x 1 x 1
TIF = \$2,852.13 (1,500 sq ft wine cellar)

TIF = \$451 x (42.92 x 6) x 0.85 x 0.7 x 0.45
TIF = \$31,096.89 (6,000 sq ft commercial/retail)

TIF is payable prior to issuance of a building permit. (see Condition E-2).

SEPA DETERMINATION

As lead agency under the State Environmental Policy Act (SEPA) Rules [Chapter 197-11, Washington Administrative Code (WAC)], Clark County must determine if there are possible significant adverse environmental impacts associated with this proposal. The options include the following:

- DS = Determination of Significance (**The impacts cannot be mitigated through conditions of approval and, therefore, require the preparation of an Environmental Impact Statement (EIS);**
- MDNS = Mitigated Determination of Non-Significance (**The impacts can be addressed through conditions of approval; or,**
- DNS = Determination of Non-Significance (**The impacts can be addressed by applying the County Code).**

Determination:

The likely SEPA determination of Non-Significance (DNS) in the Notice of Development Review Application issued on April 8, 2009 is hereby final.

SEPA APPEAL PROCESS:

An **appeal** of this SEPA determination and any required mitigation must be filed with the Department of Community Development within fourteen (14) calendar days from the date of this notice. The SEPA appeal fee is **\$188**.

A **procedural appeal** is an appeal of the determination (i.e., determination of significance, determination of non-significance, or mitigated determination of non-significance). A **substantive appeal** is an appeal of the conditions required to mitigate

for probable significant issues not adequately addressed by existing County Code or other law.

Issues of compliance with existing approval standards and criteria can still be addressed in the public hearing without an appeal of this SEPA determination.

Both the **procedural and substantive appeals** must be filed within fourteen (14) calendar days of this determination. Such appeals will be considered in the scheduled public hearing and decided by the Hearing Examiner in a subsequent written decision.

Appeals must be in writing and contain the following information:

1. The case number designated by the County and the name of the applicant;
2. The name and signature of each person or group (petitioners) and a statement showing that each petitioner is entitled to file an appeal as described under Section 40.510.020(H) of the Clark County Code. If multiple parties file a single petition for review, the petition shall designate one party as the contact representative with the Development Services Manager. All contact with the Development Services Manager regarding the petition, including notice, shall be with this contact person;
3. A brief statement describing why the SEPA determination is in error.

The decision of the Hearing Examiner on any SEPA procedural appeal can not be appealed to the Board of County Commissioners, but must pursue judicial review.

Staff Contact Person: Alan Boguslawski, Planner II
(360) 397-2375 ext 4921

Responsible Official: Michael V. Butts, Development Services Manager

RECOMMENDATION

Based upon the revised plan (identified as Exhibit #13) and the findings and conclusions stated above, staff recommends that the Hearings Examiner **APPROVE** this request, subject to the understanding that the applicant is required to adhere to all applicable codes and laws, and is subject to the following conditions of approval:

CONDITIONS OF APPROVAL

A Final Construction/Site Plan Review **Review & Approval Authority: Development Engineering**

Prior to construction, a Final Construction/Site Plan shall be submitted for review and approved, consistent with the approved preliminary plan and the following conditions of approval:

A-1 Final Site Plan – The applicant shall submit and obtain county approval of a final site plan in conformance to CCC 40.520.040 and the following conditions of approval:

- a. The site plan shall be amended to provide six additional parking spaces, in accordance with CCC 40.340.010. Alternatively, building area may be reduced in order to reduce the minimum number of parking spaces to that provided. (see Finding 6)
- b. The site plan shall be amended to provide a minimum 8-foot wide sidewalk along the site frontage of NW 119th Street. (see Finding 7)
- c. The site plan shall be amended to provide a 3-foot landscape strip between the walkways and the buildings along the west side of the restaurant and Building 3. Alternatively, the applicant may propose alternative treatments to provide attractive pathways, including the use of planter boxes and/or vine plants on walls, sculptural, mosaic, bas-relief artwork, or other decorative wall treatments that meet the intent of the standards, as determined by the responsible official. (see Finding 7)
- d. The site plan shall be amended to provide one additional bench and trash receptacle on 36th Avenue. (see Finding 7)
- e. The final landscape plan shall provide detail adequate to verify compliance with the design standards in CCC 40.360.030 and the Mixed Use Design Standards. (see Finding 13)
- f. Prior to final site plan approval, the applicant shall submit a copy of a recorded shared access easement located over the south portion of the flag stem of parcel #187768-010. (see Finding 15)

A-2 Final Landscape Plan - The applicant shall submit and obtain county approval of final landscape plan consistent with the approved preliminary landscape plan and the conditions listed below (see Finding 12):

- a. The landscape plan shall be amended to provide the required high shrubs along the north and west sides of the west parking lot, in accordance with the L4 standard in CCC 40.320.010(B)(4).
- b. The minimum planting size for the shrubs proposed in the L2 buffer (large leaf lupine & oceanspray) shall be 3 gallon containers, in compliance with CCC 40.320.010(G).
- c. The landscape plan shall be amended to provide a minimum of 3 landscape islands in the west parking area, in accordance with CCC 40.320.010(E).
- d. The final landscape plan shall include an irrigation plan in accordance with CCC 40.320.010(G)(7).
- e. The landscape plan per CCC 40.320.030 shall be prepared by a licensed landscape architect or Washington-certified professional horticulturalist.

A-3 Final Construction Plan - The applicant shall submit and obtain County approval of a final construction plan with the following:

- a. Archaeology - A note shall be placed on the face of the final construction plans as follows:
 "If any cultural resources and/or human remains are discovered in the course of undertaking the development activity, the Office of Archaeology and Historic Preservation in Olympia and Clark County Community Development shall be notified. Failure to comply with these State requirements may constitute a Class C Felony, subject to imprisonment and/or fines."

A-4 Final Transportation Plan/On-Site - The applicant shall submit and obtain County approval of a final transportation design in conformance to CCC 40.350 and the following conditions of approval:

- a. The minimum half-width frontage improvements that are required for NW 36th Avenue include 40 feet of right-of-way, 23 feet of paved width, curb, and gutter. Right-of-way dedication documents shall be recorded prior to final site plan approval. (see Finding 18)
- b. NW 119th Street requires half-width frontage improvements. The required minimum half-width improvements include 23 feet of right-of-way, 14 feet of paved width, curb, gutter, and 5-foot sidewalk. Per CCC 40.350.030 (B)(4)(d), a local residential access road shall be at least 36 feet wide at the intersection with an arterial and shall be tapered as shown on the plans. The 18-foot road width shall be inside a 27-foot half-width right-of-way. Right-of-way dedication documents shall be recorded prior to final site plan approval. (see Finding 18)

- c. The curb return radius shall be a minimum 35 feet at the intersection of NW 36th Avenue and NW 119th Street. The proposed driveway approaches shall be consistent with standard drawing number F17. (see Finding 18)
- d. The applicant shall verify that the proposed driveway approach provides sufficient turning movements by submitting diagrams of the turning movement associated with a single unit truck driving vehicle. The applicant shall also provide diagrams of on-site turning movements. A detailed analysis of how the area to the north of the approach to NW 119th Street will function is required. (see Finding 18)
- e. If the proposal is constructed in phases, each individual proposed phase shall be designed with sufficient transportation improvements and comply with CCC 40.350. (see Finding 18)
- f. The proposal shall comply with the sight distance requirements, including but not limited to, the west of the proposed approach to NW 119th Street. (see Finding 20)

A-5 Final Transportation Plan/Off Site (Concurrency):

- a. Signing and Striping Plan: The applicant shall submit and gain an approval of a signing and striping design. This plan shall show signing, striping, and continuous raised median and all related features associated with the required frontage improvements and any adjacent improvements, unless modified by the Public Works Director. The continuous raised median shall restrict turning movements to right-in/right-out for access onto NW 36th Avenue. The applicant shall obtain a work order with Clark County to reimburse the County for the signing, striping, and other related work needed as a part of this development. (see Finding 22)
- b. Intersection/Signal Plan: The applicant shall submit, and gain approval of construction drawings showing the design upgrades and/or modifications of the entire traffic signal system at the intersection of NW 36th Avenue/NW 119th Street. This traffic signal system design shall include masts, arms and signal heads constructed at ultimate grade and location, a traffic signal controller and vehicle detection, as necessary. The design of this system shall also show all related features including striping and civil improvements such as curbs, gutter, sidewalks, and ADA ramps. (see Finding 22)
- c. Traffic Control Plan: Prior to issuance of any building or grading permits for the development site, the applicant shall obtain written approval from Clark County Department of Public Works of the applicant's Traffic Control Plan (TCP). The TCP shall govern all work within or impacting the public transportation system.

A-6 Final Stormwater Plan - The applicant shall submit and obtain County approval of a final stormwater plan designed in conformance to CCC 40.380 and the following conditions (see Finding 26):

- a. Per CCC 40.380.040(C)(1)(g), the project shall not materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots. The base of the infiltration facilities shall be at a minimum of three feet above the seasonal high water or an impermeable soil layer per CCC 40.380.040(C)(3)(c).
- b. The proposed rain garden and pervious pavement shall be designed according to the design criteria identified in the Low Impact Development Technical Guidance Manual for Puget Sound. According to the criteria, a professional engineer that is proficient in geotechnical engineering shall be consulted to determine if additional infiltration correction factors shall be applied. The geotechnical engineering analysis shall be stamped by the professional engineer.
- c. The applicant shall provide evidence of performed monitoring and associated published paper and report in lieu of monitoring required by CCC 40.380.040(B)(9).
- d. If the proposal is constructed in phases, each individual proposed phase shall be designed with sufficient stormwater facilities and comply with CCC 40.380.
- e. The applicant shall resolve all issues associated with the ownership and maintenance of the proposed stormwater facilities.

A-7 Erosion Control Plan - The applicant shall submit and obtain County approval of a final erosion control plan designed in accordance with CCC 40.380.

A-8 Fire Marshal Requirements:

Fire hydrants are required for this application. Provide fire hydrants such that the maximum spacing between hydrants does not exceed 300 feet and such that no portion of the building exterior is in excess of 300 feet from a fire hydrant as measured along approved fire apparatus access roads. One additional hydrant is required to support the required fire flow.

Fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. A 3-foot clear space shall be maintained around the circumference of all fire hydrants. The local fire district chief approves the exact locations of fire hydrants. (see Finding 30)

A-9 Health Department Review - Submittal of a "Health Department Project Evaluation Letter" is required as part of the Final Construction Plan Review or

early grading application. If the Evaluation Letter specifies that certain actions are required, the Evaluation Letter will specify the timing of when those activities must be completed (e.g., prior to Final Construction Plan Review, construction, Provisional Acceptance, Final Plat Review, building permit issuance, or occupancy), and approved by the Health Department. (see Finding 35)

A-10 Other Documents Required – The following documents shall be submitted with the Final Construction/Site Plan:

- a. Developer's Covenant: - A "Developer Covenant to Clark County" shall be submitted for recording that specifies the following Responsibility for Stormwater Facility Maintenance: For stormwater facilities for which the county will not provide long-term maintenance, the developer shall make arrangements with the existing or future (as appropriate) occupants or owners of the subject property for assumption of maintenance to the county's Stormwater Facilities Maintenance Manual as adopted by Chapter 13.26A. The responsible official prior to county approval of the final stormwater plan shall approve such arrangements. The county may inspect privately maintained facilities for compliance with the requirements of this chapter. An access easement to the private facilities for the purpose of inspection shall be granted to the county. If the parties responsible for long-term maintenance fail to maintain their facilities to acceptable standards, the county shall issue a written notice specifying required actions to be taken in order to bring the facilities into compliance. If these actions are not performed in a timely manner, the county shall take enforcement action and recover from parties responsible for the maintenance in accordance with Section 32.04.060.

A-11 Excavation and Grading - Excavation / grading shall be performed in compliance with CCC Chapter 14.07.

B	Prior to Construction of Development Review & Approval Authority: Development Inspection
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Prior to construction, the following conditions shall be met:

- B-1 Demolition** – Prior to demolition or removal of any existing structures the applicant shall obtain a demolition permit from the Clark County Building Department. (see Finding 16)
- B-2 Pre-Construction Conference** - Prior to construction or issuance of any grading or building permits, a pre-construction conference shall be held with the County.
- B-3 Erosion Control** - Prior to construction, erosion/sediment controls shall be in place. Sediment control facilities shall be installed that will prevent any silt from entering infiltration systems. Sediment controls shall be in place during construction and until all disturbed areas are stabilized and any erosion potential no longer exists.

B-4 Erosion Control - Erosion control facilities shall not be removed without County approval.

B-5 Fire Marshal Requirements - Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to the commencement of combustible building construction. (see Finding 29)

C Provisional Acceptance of Development
Review & Approval Authority: Development Inspection

Prior to provisional acceptance of development improvements, construction shall be completed consistent with the approved final construction/site plan and the following conditions of approval:

C-1 Stormwater - The installation of infiltration systems shall be observed and documented by an engineer licensed in the State of Washington proficient in geotechnical engineering. During construction, the geotechnical engineer shall verify that the infiltration rates used in the final stormwater analysis are obtained at the exact locations and depths of the proposed stormwater infiltration facilities. The infiltration investigation shall include laboratory analysis based on AASHTO Specification M145. The timing of representative infiltration tests will be determined at the pre-construction conference. (see Finding 26)

D Final Plat Review & Recording
Review & Approval Authority: Development Engineering

Prior to final plat approval and recording, the following conditions shall be met:

D-1 Not Applicable

E Building Permits
Review & Approval Authority: Customer Service

Prior to issuance of a building permit, the following conditions shall be met:

E-1 Fire Marshal Requirements:

- a. An approved fire alarm system is required at the time of construction for buildings subject to this application. Such systems require separate reviews, permits and approvals issued by the fire marshal's office. (see Finding 32)
- b. An automatic fire sprinkler is required at the time of construction for the buildings containing the residences, unless fire separation construction methods are employed. Such systems require separate reviews, permits and approvals issued by the Fire Marshal's office. (see Finding 33)
- c. Fire department connections (FDC) shall be located remote from the building a distance equal to the height of the building at the FDC. (see Finding 33)

E-2 Impact Fees – Prior to issuance of a building permit, the applicant shall pay Traffic Impact fees to the Clark County Building Department in the following amounts:

a. Building 1

\$82,564.55 (4,292 sq ft restaurant TIF)
2,852.13 (1,500 sq ft wine cellar TIF)
\$85,416.68 Total

b. Building 2

\$15,548.45 (3,000 sq ft commercial/retail TIF)
1,730.00 (SIF for 2 apartments, less 1 SFR)
928.00 (PIF for 2 apartments, less 1 SFR)
1,414.56 (TIF for 2 apartments, less 1 SFR)
\$19,621.01 Total

c. Building 3

\$15,548.44 (3,000 sq ft commercial/retail TIF)
3,151.00 (SIF for 3 apartments, less 1 SFR)
2,400.00 (PIF for 3 apartments, less 1 SFR)
3,956.17 (TIF for 3 apartments, less 1 SFR)
\$25,055.61 Total

If the building permit application is made more than three years following the date of preliminary site plan approval, the impact fees shall be recalculated according to the then-current rate. (see Finding 36)

F	Occupancy Permits Review & Approval Authority: Building
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Prior to issuance of an occupancy permit, the following conditions shall be met:

F-1 Landscaping – Prior to the issuance of an approval of occupancy, the applicant shall submit a copy of the approved final landscape plan with a letter signed and stamped by a landscape architect licensed in the State of Washington certifying that the landscape and irrigation have been installed in accordance with the attached approved plans and verifying that any plant substitutions are comparable to the approved plantings and suitable for the site. (see Finding 12)

F-2 Transportation (Concurrency) – A continuous raised median shall be constructed and operational along NW 36th Avenue. This raised median shall restrict access turning movements to right-in/right-out unless modified by the Director of Public Works. (see Finding 22)

F-3 Transportation (Concurrency) – The applicant shall construct signal/intersection upgrades, modifications and related features, including all civil

improvements, in accordance with the approved plans at the intersection of NW 36th Avenue/NW 119th Street. The improvements shall be completed prior to occupancy, unless modified by the Director of Public Works. (see Finding 22)

- F-4 Water & Sewer** – The applicant shall provide documentation from Clark Public Utilities and the Clark Regional Wastewater District that connections to public water and sewer have been installed and approved. (see Finding 34)

G	Development Review Timelines & Advisory Information Review & Approval Authority: None - Advisory to Applicant
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- G-1 Site Plans and Other Land Use Approvals** - Within 5 years of preliminary plan approval, a Fully Complete application for a building permit shall be submitted.

- G-2 Department of Ecology Permit for Construction Stormwater** - A permit from the Department of Ecology (DOE) is required If:

- The construction project disturbs one or more acres of land through clearing, grading, excavating, or stockpiling of fill material; **AND**
- There is a possibility that stormwater could run off the development site during construction and into surface waters or conveyance systems leading to surface waters of the state.

The cumulative acreage of the entire project whether in a single or in a multiphase project will count toward the one acre threshold. This applies even if the applicant is responsible for only a small portion [less than one acre] of the larger project planned over time. **The applicant shall Contact the DOE for further information.**

- G-3 Building Elevation Approvals** – Approval of building elevations submitted for preliminary plan review does not ensure compliance with other requirements (e.g., building setbacks) under other construction codes. Compliance with other construction codes is the responsibility of the applicant at the time of building permit issuance.

H	Post Development Requirements Review & Approval Authority: As specified below
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- H-1 Signs** - Prior to installation of any commercial signage, the applicant shall obtain approval of a sign permit, in accordance with CCC 40.520.050. The sign permit shall conform to Section F the Mixed Use Design Standards. (see Finding 14)

Note: Any additional information submitted by the applicant within fourteen (14) calendar days prior to or after issuance of this report, may not be considered due to time constraints. In order for such

additional information to be considered, the applicant may be required to request a “hearing extension” or “open record” and shall pay the associated fee.

HEARING EXAMINER DECISION AND APPEAL PROCESS

This report to the Hearing Examiner is a recommendation from the Development Services Division of Clark County, Washington.

The Examiner may adopt, modify or reject this recommendation. The Examiner will render a decision within 14 calendar days of closing the public hearing. The County will mail a copy of the decision to the applicant and neighborhood association within 7 days of receipt from the Hearing Examiner. All parties of record will receive a notice of the final decision within 7 days of receipt from the Hearing Examiner.

An **appeal** of any aspect of the Hearing Examiner's decision, except the SEPA determination (i.e., procedural issues), may be appealed to the Board of County Commissioners only by a party of record. A party of record includes the applicant and those individuals who signed the sign-in sheet or presented oral testimony at the public hearing, and/or submitted written testimony prior to or at the Public Hearing on this matter.

The appeal shall be filed with the Board of County Commissioners, Public Service Center, 1300 Franklin Street, Vancouver, Washington, 98668, within fourteen (14) calendar days from the date the notice of final land use decision is mailed to parties of record.

Any appeal of the final land use decisions shall be in writing and contain the following:

- Case number designated by the County;
- Name of the applicant;
- Name of each petitioner;
- Signature of each petitioner or his or her duly authorized representative;
- A statement showing the following:
 - That each petitioner is entitled to file the appeal as an interested party in accordance with CCC 40.510.030(H);
 - The specific aspect(s) of the decision being appealed;
 - The reasons why each aspect is in error as a matter of fact or law;
 - The evidence relied on to prove the error; and,
- The appeal fee of **\$281**.

The fee shall be refunded if the appeal is withdrawn in writing by the petitioner at least 15 calendar days before the public meeting to consider the appeal.

The Board of Commissioners shall hear appeals of decisions based upon the written record before the examiners, the examiner's decision, and any written comments

received in the office of the Board within the following submittal deadlines measured from the date of the filing of the appeal:

- Fourteen (14) calendar days for the appellant's initial comments;
- Twenty-eight (28) calendar days for all responding comments; and,
- Thirty-five (35) calendar days for appellant reply comments, which are limited to the issues raised in the respondent's comments.

Written comments shall be limited to arguments asserting error in or support of the examiner decision based upon the evidence presented to the examiner.

Unless otherwise determined by the Board for a specific appeal, the Board shall consider appeals once a month, on a reoccurring day of each month. The day of the month on which appeals are considered shall be consistent from month to month as determined by Board.

The Board may either decide the appeal at the designated meeting or continue the matter to a limited hearing for receipt of oral argument. If continued, the Board of Commissioners shall designate the parties or their representatives to present argument, and permissible length thereof, in a manner calculated to afford a fair hearing of the issues specified by the Board of Commissioners. At the conclusion of its public meeting or limited hearing for receipt of oral legal argument, the Board of Commissioners may affirm, reverse, modify or remand an appealed decision.

Ninety percent (90%) of the fee will be refunded if the appeal is withdrawn in writing by the petitioner at least 15 calendar days before the public meeting to consider the appeal.

Attachments:

- Copy of Proposed Preliminary Plan
- Exhibit List

A copy of the approved preliminary plan, SEPA Checklist and Clark County Code are available for review at:

**Public Service Center
Community Development Department
1300 Franklin Street
P.O. Box 9810
Vancouver, WA 98666-9810
Phone: (360) 397-2375; Fax: (360) 397-2011**

A copy of the Clark County Code is also available on our Web Page at:
Web Page at: <http://www.clark.wa.gov>

For Staff Only:

Final Plans Required with Construction Plans	YES	NO
Final Site Plan	X	
Final Landscape Plan:		
-On-site landscape plan	X	
-Right-of-way landscape plan*	X	
Final Wetland Plan		X
Final Habitat Plan		X

*Final right-of-way landscape plan required for projects fronting on arterial and collector streets.

Note: If final plan submittals are required, list each plan under Case Notes in Permit Plan for future reference.

FELIDA VILLAGE

MIXED USE DEVELOPMENT REVIEW

CLARK COUNTY, WASHINGTON

SITE DATA

PROJECT DESCRIPTION

Mixed-Use Development

ASSESSOR'S MAP

Parcel #s: 1877605-000, 1877605-015, and a portion of 1877605-010

SITE SIZE

1.20 ACRES

ZONING

MX - MIXED USE

SITE ADDRESS:

11913 NW 36TH AVE.

VANCOUVER, WA 98665

TEAM MEMBERS:

Applicant:

Western Properties II LLC
11913 NW 36TH AVE.
VANCOUVER, WA 98665
Phone: 360 699 5317 x311
Fax: 360 694 7818
Email: ron@westernconstruction.com

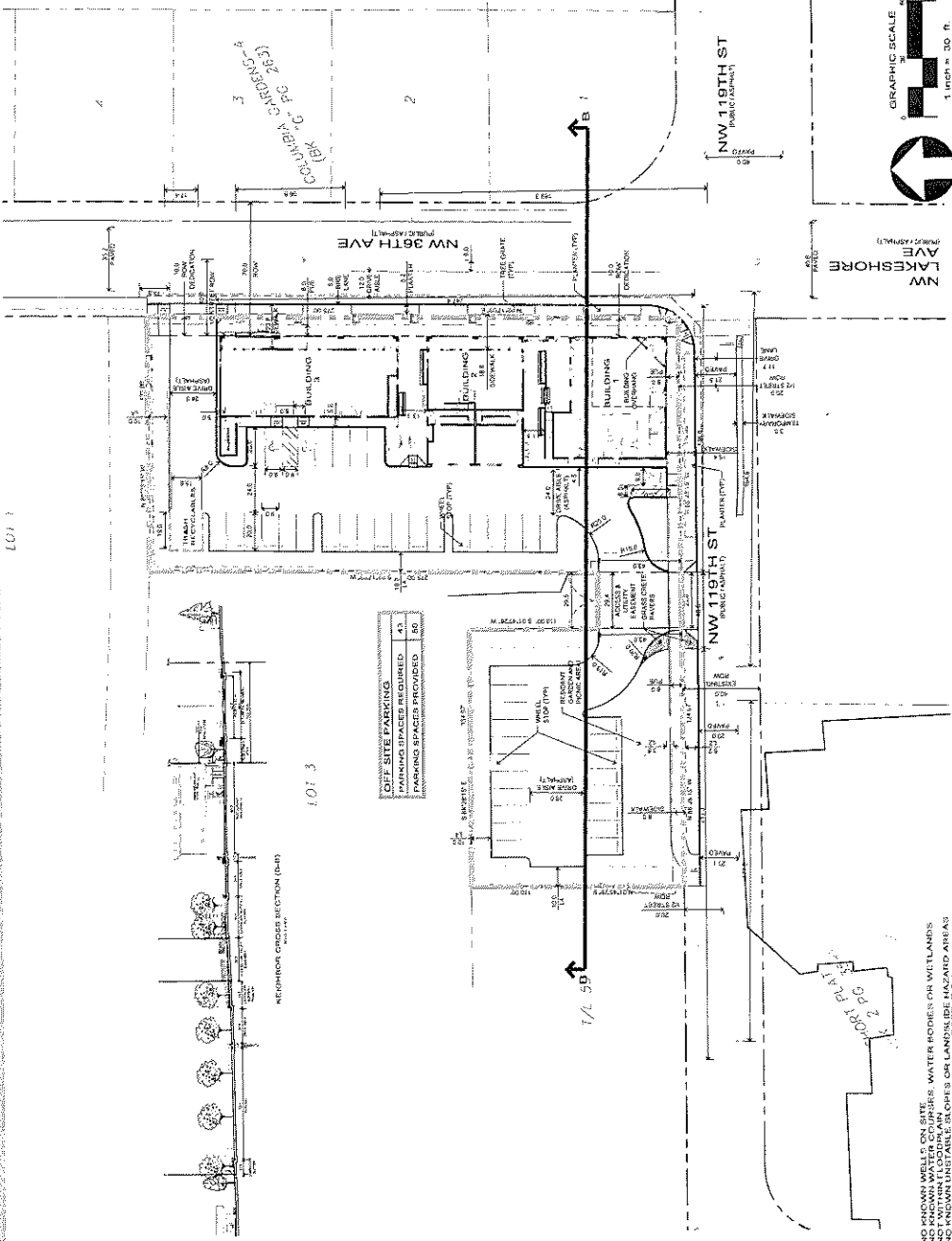
Planner (Primary Contact):

MGH Associates
207
VANCOUVER, WA 98660
Phone: 360 694 7818
Fax: 360 694 7818
Email: ron@westernconstruction.com

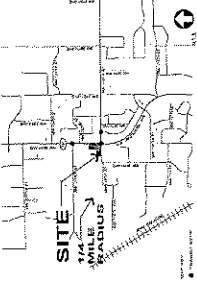
SHEET LIST:

- 01 PROPOSED DIMENSIONED SITE IMPROVEMENTS PLAN
- 02 EXISTING CONDITIONS PLAN
- 03 NEIGHBOR CROSS SECTION
- 04 PROPOSED UTILITY & STORMWATER PLAN
- 05 NEIGHBOR CROSS SECTIONS
- 06 PROPOSED LANDSCAPE PLAN
- 07 PROPOSED SIGN PLAN
- 08 PROPOSED LIGHTING PLAN
- 09 SITE PLANNING LAYOUT PLAN
- A2.0 EXISTING CONDITIONS PLAN
- A3.0 UPPER LEVEL FLOOR PLANS
- A4.0 EXTERIOR ELEVATIONS
- A5.0 RENDERED ELEVATIONS

PROPOSED BUILDING AREAS	BUILDING 1	HIGH QUALITY RESTAURANT	GROUND FLOOR		SECOND FLOOR		TOTAL
			BASEMENT	GROUND FLOOR	BASEMENT	GROUND FLOOR	
BUILDING 2	WHOLE STORE	RETAIL	1,800 SF	1,800 SF	3,000 SF	3,000 SF	6,000 SF
			1,800 SF	1,800 SF	3,000 SF	3,000 SF	6,000 SF
BUILDING 3	RETAIL	RETAIL	1,800 SF	1,800 SF	3,000 SF	3,000 SF	6,000 SF
			1,800 SF	1,800 SF	3,000 SF	3,000 SF	6,000 SF



VICINITY MAP



DATE	REVISIONS	BY
03/10/09	1	WES/003
03/10/09	2	WES/003
03/10/09	3	WES/003
03/10/09	4	WES/003
03/10/09	5	WES/003
03/10/09	6	WES/003
03/10/09	7	WES/003
03/10/09	8	WES/003
03/10/09	9	WES/003
03/10/09	10	WES/003

PROPOSED DIMENSIONED SITE IMPROVEMENTS PLAN

SHEET 10



NO KNOWN WELLS ON SITE
NO KNOWN WATER COURSES, WATER BODIES OR WETLANDS
NO KNOWN UNSTABLE SLOPES OR LANDSLIDE HAZARD AREAS
NO KNOWN SIGNIFICANT HISTORIC, CULTURAL OR ARCHEOLOGICAL RESOURCES



HEARING EXAMINER EXHIBITS

APPLICATION: FELIDA VILLAGE

CASE NUMBERS: PSR2009-00012; PUD2009-00001; SEP2009-00023; EVR2009-00010

Hearing Date: June 11, 2009

EXHIBIT NO.	DATE	SUBMITTED BY	DESCRIPTION
1		CC Development Services	Aerial Map
2		CC Development Services	Vicinity Map
3		CC Development Services	Zoning Map
4		CC Development Services	Comprehensive Plan Map
5		Applicant, MGH Associates, Inc.	Proposed Dimensioned Site Improvements Development Plan; Existing Conditions Plan, Proposed Grading Plan, Proposed Utility & Stormwater Plan, Neighbor Cross Sections, Proposed Landscape Plan, Proposed Sign Plan, Proposed Lighting Plan
6		Applicant, MGH Associates, Inc.	Application Submittal Package (Cover Sheet and Table of Contents, Application Forms, Application fee, Pre-application Conference Report, GIS Packet, Narrative, Legal Lot Determination, Letters of Certification, Copy of Neighborhood Meeting Summary, Proposed Development Plan, Soil Analysis Report, Preliminary Stormwater Design Report, Proposed Stormwater Plan, Project Engineer Statement of Completeness and Feasibility, Traffic Study, SEPA, Sewer Utility Reviews Letter, Water Utility Reviews Application, Design Road Modification Design Features)
7	3/25/09	CC Development Services	Fully Complete Determination
8	4/8/09	CC Development Services	Affidavit of Mailing Public Notice
9	4/8/09	CC Development Services	Notice of Type III Development Review Application, Optional SEPA Determination of Non-Significance & Public Hearing
10	4/22/09	CC Development Services	Notice of Public Hearing for June 11, 2009
11	4/22/09	Dept of Ecology	Agency Comments
12	5/15/09	David Bottamini, PW	Road Modification Report & Recommendation

EXHIBIT NO.		SUBMITTED BY	DESCRIPTION
13	5/19/09	Applicant, MGH Associates, Inc.	Revised Narrative, Proposed Development Plans, Revised Road Modification Documents with Engineers Stamp, Additional Design Features, Garbage Truck Turning Movement Exhibit
14	5/26/09	CC Development Services	Affidavit of Posting Public Notice
15	5/26/09	Applicant, MGH Associates, Inc.	Affidavit of Posting Land Use Sign
16	5/27/09	CC Development Services	Type III Development I Environmental Review, Staff Report & Recommendation
17			
18			
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20			
21			
22			
23			
24			

Copies of these exhibits can be viewed at:

Department of Community Development / Planning Division
1300 Franklin Street
Vancouver, WA 98666-9810